

## WORLD RX OF SWEDEN - 5<sup>th</sup>-6<sup>th</sup> JULY 2025

### 2025 FIA World Rallycross Championship - Round 2

### 2025 FIA European Rallycross Championship for RX1, RX3 - Round 2

|                         |                |                              |       |
|-------------------------|----------------|------------------------------|-------|
| <b>Date:</b>            | 05/07/2025     | <b>Time:</b>                 | 20:00 |
| <b>Subject:</b>         | Decision No. 8 | <b>Document No:</b>          | 2.14  |
| <b>From:</b>            | The Stewards   |                              |       |
| <b>To:</b>              | Competitor:    | Ng Racing Team               |       |
|                         | No/Driver:     | Euro RX3 #22, Rytis Gurlklys |       |
| <b>Number of pages:</b> | 2              | <b>Attachments:</b>          | 0     |

The Stewards, having received a report from Race Director, regarding an incident between Car #22, Car #131 and Car #121, have considered the following matter and determine the following:

**Time (fact):** 16:15

**Session:** Euro RX3 / Q2 - Race 2

**Fact:** Incident between Car #22 and #121 in T10.

**Infringement:** Breach of Article 2.b - Chapter V - Appendix L of the ISC and Article 6.5 of the applicable Sporting Regulations.

**Decision:** Warning to the driver.

**Reason:** The Stewards reviewed CCTV and in-car video evidence.

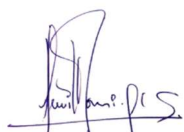
The Stewards summoned and heard Drivers of Car #22 and Car #131 and respective Team Managers.

The Stewards considered that the incident at T10 was preceded by an unavoidable incident just after the jump and prior to T10. In the incident after the jump Car #22 lost the control of the car and veered off the track to the left to avoid the car in front, consequently forcing the following Car #131 off the track as well. Due to weather circumstances and wet grass, effective braking was virtually impossible for either vehicle. Both vehicles subsequently re-entered the track, at which point Car #22 unfortunately made contact with the preceding Car #121, causing it to spin across the track and be forced forward by following cars.

The stewards have determined that the initial incident was clearly a racing accident. Accordingly, Car #131 (and to a considerable extent, Car #22) had minimal opportunity to avoid the subsequent collision. The Stewards find that no car bears wholly at fault for causing the incident at Turn 10. Nevertheless, the stewards have determined that Car #22 jointly with Car #131 were predominantly at fault for the incident with Car #122.

The stewards deem the penalties imposed to Car #22 and #131 are appropriate and proportionate under the circumstances.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.



David Domingo (ESP)  
Chair of the Stewards



Uwe Schmidt (GER)  
FIA Steward



ASN Steward

#### Received by the Competitor:

|                                  |                  |                       |            |
|----------------------------------|------------------|-----------------------|------------|
| <b>Name:</b>                     | Nerijus Gurlklys | <b>Notified time:</b> | 00:00      |
|                                  |                  | <b>Ack. Time:</b>     | 00:00      |
| <b>Position within the team:</b> | Team Manager     | <b>Date:</b>          | 05-07-2025 |